Lockh	eed Aircraft Corp.		CHANGE PRO		X		- 8 D / co	PD- OPY
DATE	3-19-59		AFFECTS:	WSF	PO I	PRC	DJECT X	
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Airpl	ane	Drag	Chute Hook	Assy.		F 180-12	<u> </u>	
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Mature of Proposal: (cont.)

The Hook Assy. mod. required the F-180-122 Catch be spring loaded closed. F-706-4 Clip, F-706-9 Spring, F-706-5 Socket Bolt, NAS322-13-0063 Cable Assy., MIB Aluminum Pulley are required for this mod.

The warning flag is shown on F-711 drawing, consists of a spring loaded shaft with a lever on one end riding on the rocker cross arm and a red and white colored flag on the other end inside the tail fairing.

This flag is visible thru a .75 dia. hole in the fairing. The color showing indicates the rigged condition of the hook. White indicates hook unlocked and "OK". Red indicates the hook locked and chute un-jettisonable. This is to be used on a pre-flight walkaround inspection.

Adjustable stops will be installed approximately 1.0 inch each side of the fuselage center line. The stops will be fastened to the structure under the fiberglas chute pan. These stops will maintain the drag chute door position without depending on the door skin trim to maintain position.

Preliminary copies of drawings F-706 and F-711 are attached.

Reason for Proposal: (cont.)

Once the chute is installed and the doors closed there is no means of checking the mechanism to make sure the chute catch is locked or unlocked before takeoff. Incorporation of the simplified mechanism provides space to install a warning flag similar to the one on the lower equipment bay hatch. This flag which is visible thru a.75 dia. hole in the tail fairing indicates whether the catch has tripped and the F-180-111 Rocker Assembly is locking the chute hook.'

The simplified drag chute mechanism was installed on airplane No. 358 at EAFB. Twelve landing and three ground engine running tests have been made to date. The chute has deployed and jettisoned properly in all tests.

To improve the drag chute door fit and thus minimize the possibility of the chute being deployed in flight, stops should be installed against the forward surface of the door under the fiberglas chute pan.

This change will be incorporated on 8.B. #375.

This change proposal covers U.R. 58-730 dated 6 June'58 and U.R. 59-37 dated 30 Jan.'59

